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GXC-1047

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7 December 1960

MEMORANDUM FOR : The Record
SUBJECT : Accelerated Test Program - Engine Support
REFERENCE : GXC-1101, dated 23 November 1960
"Accelerated Test Program - Engine Support"

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1. Engine support factors for subject program were discussed in detail with [REDACTED] of Pratt & Whitney on 1 December 1960 in Florida.

It was made clear that the lack of coordination and less than maximum effort reflected by the P & W presentation made at a recent support meeting described in reference memorandum must be corrected. Concurrence with this position was expressed and corrective action promised.

2. The engine contractor was requested to prepare separate support presentations for the next suppliers' meeting which will reflect more realistic overhaul factors and which will be based upon the following separate operational requirements:

- (a) 25 hour/month per article accelerated test for articles 3-6, 8 and 9 ending 15 September 1962 followed by a 15 hour/month per article extended operational phase for 12 articles.
- (b) 25 hour/month per article accelerated test for articles 3-6, 8-13 extending 6 months beyond 15 September 1962.
- (c) 20 hour/month per article accelerated test for articles 3-6, 8 and 9 ending 15 September 1962 followed by a 15 hour/month per article extended operational phase for only 10 articles.
- (d) 40 hour/month per article accelerated test for articles 3-6, 8 and 9 ending 15 September 1962 followed by a 15 hour/month per article extended operational phase for 12 articles.

Note: Articles 1 and 2 continue at a rate of 15 hrs/mo. per article during the accelerated test phase for all of the above conditions.

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3. (a) Preliminary re-evaluation of the 25/15 condition defined in para 2 (a), above, as based upon revised overhaul factors shows a marked improvement over that presented initially at the recent support meeting. Based upon the condition that article No. 7 is eliminated without debit to the engine delivery schedule, it appears that for the accelerated test phase possibly two engines in addition to the presently planned total of 33 will be required. Based upon replacing article No. 7 with No. 13 in November 1962, it appears that for the extended operational phase approximately 6 to 8 engines in addition to the presently planned total of 33 may be required to support 12 articles.

(b) Preliminary evaluation of the 25 hour/month per article accelerated test extended (para 2 (b)) indicates that a substantial number (possibly 6 to 10) of additional engines will be required.

(c) Preliminary evaluation of the 20/15 condition defined in para 2 (c) indicates that approximately 4 additional engines may be required.

(d) The 40/15 condition defined in para 2 (d) has not been evaluated to date and is still considered an unrealistic target.

4. The evaluations and conclusions set forth in paragraph 3 are qualified as follows:

(a) The evaluations are preliminary and subject to some change.

(b) The estimated additional engine requirements cited reflect the writer's opinion alone concerning allowances for premature engine removals.

(c) The evaluations are based upon elimination of Article No. 7 from the accelerated test phase without debit to the engine delivery schedule. This criterion was based upon information available at the support meeting of 16 November. It has since been learned from [REDACTED] that article No. 7 will require two project engines by 1 August 1962 until initiation of his engine deliveries in September 1962.

5. The engine overhaul factors upon which the evaluations of paragraph 3 are based have been revised and in the writer's opinion now represent a realistic balance:

(a) Time Before Overhaul (TBO) adjusted to be 50 hours until 16 engines have been through overhaul and inspection; then 75 hours until 10 more engines have been through overhaul and inspection; then 100 hours.

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This means that for the 25/15 condition (para 2 (a)) TBO would increase to 75 hours in July 1962 and would increase to 100 hours in December 1962. This change together with the proposed practice of allowing engines already installed at a TBO increase point to continue flying until the end of the new increased TBO markedly reduces overhaul requirements.

(b) Overhaul rate increased to 4 engines per month. This rate, which is felt to be compatible with the improved TBO defined above, is expected to require East Hartford participation.

(c) Turn around time (TAR) remains generally at eight weeks for the long term period with local periods reflecting a 5 to 6 weeks turn around as required in order to meet requirements and even out the peaks and valleys.

6. The effect upon the A-12 program of the 10 engines to be ordered for the AF-12 together with the proposed AF-12 article schedule become increasingly important for planning purposes. Questions arise concerning the allocation of engines for article No. 7, the possibility of pooling A-12 and AF-12 spare engines and the possibility of funding rearrangements beneficial to both programs.

SIGNED

Development Branch
DPD-DD/P

DB/DPD-DD/P [REDACTED] Jv
7 December 1960

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